

Project Summary
Hyde Park Town Center North

February 9, 2016
Amended June 1, 2016
Amended August 3, 2016

Existing Conditions

The Hyde Park Town Center North project is located in the southeast corner of the (US Route 9) and Pine Woods Roads intersection.



The project area consists of two parcels. The first parcel is identified as 4280 Albany Post Road and is further described as a 0.25 acre area identified as Tax ID No.: Section: 6065

Block: 04 Lot: 919007.

This parcel does not contain any above ground structures. The parcel contains surface parking spaces and existing seepage pits which currently serve the project.



Parcel 2 is located at 4274 Albany Post Road and is further described as a 3.7-acre area identified as Tax ID No.: Section: 6065 Block: 04 Lot: 933017. This lot includes four (4) buildings and associated parking areas. As shown on the following map, three of the buildings are currently vacant. One building houses the Pets Plus Feed Store. The remainder of the property consists of the parking area and drive aisle. The majority of the parcel is developed land with only the landscaped island areas remaining

undeveloped.



Lot Number	Lot Size	Building Number	Building Size	Building Height	Use
6065 Block: 04 Lot: 933017	3.7 acres	1	9115 sq. ft.	18.6 ft	Vacant (former Molloy's Pharmacy)
6065 Block: 04 Lot: 933017	3.7 acres	2	23,859 sq. ft.	26.7 ft.	Vacant (former Grocery Store)
6065 Block: 04 Lot: 933017	3.7 acres	3	4,347 sq. ft.	10 ft.	Feeds Plus
6065 Block: 04 Lot: 933017	3.7 acres	4	5,444 sq. ft.	10 ft.	Vacant (former Retail)
6065 Block: 04 Lot: 919007	0.25 acres	No Bldg	No Bldg		Parking/Existing Seepage Pits

The following is the existing and proposed parcel information:

	Existing	Required	Proposed Entire Site	Proposed Project Area
Lot Area	3.95 acres	NA	3.95	NA
Impervious Area*	3.47 acres (88%)	3.35 acres (85%)	3.42 acres (87%)	NA
Scale	69,206 sq. ft.	65,000 sq. ft.	64,438 sq. ft.	9,701 sq. ft.
Max Height		40 ft.		34' 10" ft.
Front Setback	120 ft.	10 ft.	133 ft.	133 ft.
Side Setback	26 ft.	5 ft.	26 ft.	39 ft.
Rear Setback	7 ft.**	20 ft.	7 ft.	20 ft.
Parking	182 spaces	148 spaces	154 spaces	15 spaces (10 required)

*existing non-conforming parcel

**existing non-conforming building # 2 (former Grocery Store).

Access to the Site is achieved via two legal entrances. The first access is via an improved entrance on the north of the property from Pine Woods Road. A secondary access is via an approved entrance on the west side of the property via north bound Route 9. A third, non-documented, access way to the site is via a connection drive from the parcel to the south.

Topographically, the site is located the same elevation of the adjoined properties to the north, south and west and at a lower elevation than the property to the east. It is bordered with partial rock outcroppings and trees/brush to the west and commercial property to the north, south and west. The front of the site (west) is bordered by Albany Post Road (NYS Route 9) and is relatively flat. The rear of the site (east) increases sharply in elevation at the property line.

The site is bordered by Albany Post Road (NYS Route 9) along the west and residential properties and vacant wooded land to the east. North of the site consists of Pine Woods Road

beyond which is commercial properties and a local park. The parcel is bordered by commercial property to the south.

According to historical mapping (See attached), the site was historically vacant land until approximately 1956 when the original Grand Union building was constructed. The 1955 map indicates that a structure is present on Lot 4280 with another structure present in the central portion of the lot on 4274. The 1970 map indicates that the structure on Lot 4280 remains, the building constructed in 1955 was demolished and the balance of the buildings on the site were constructed. The building located on lot 4280 was demolished prior to 1978.

The site is currently served by on-site seepage pits. The Applicant has preliminary met with Dutchess County DOH. The DOH has indicated that the Applicant can continue use of the seepage pits pending an visual investigation of the structures. The Applicant's Engineer excavated the site in July of this year and all investigations revealed the structures are in excellent condition and working order. The necessary applications and forms will be submitted to DOH and the Town Engineer for their review.

The site is also currently served by municipal water. Preliminary discussions have commenced with Dutchess County Water and Wastewater. The Applicant will submit the necessary documents to DCWWA and the Town Engineer for review of the project. However, it is documented that the Applicant will need to install a new master meter pit for the property and appropriate backflow devices consistent with DCWWA requirements.

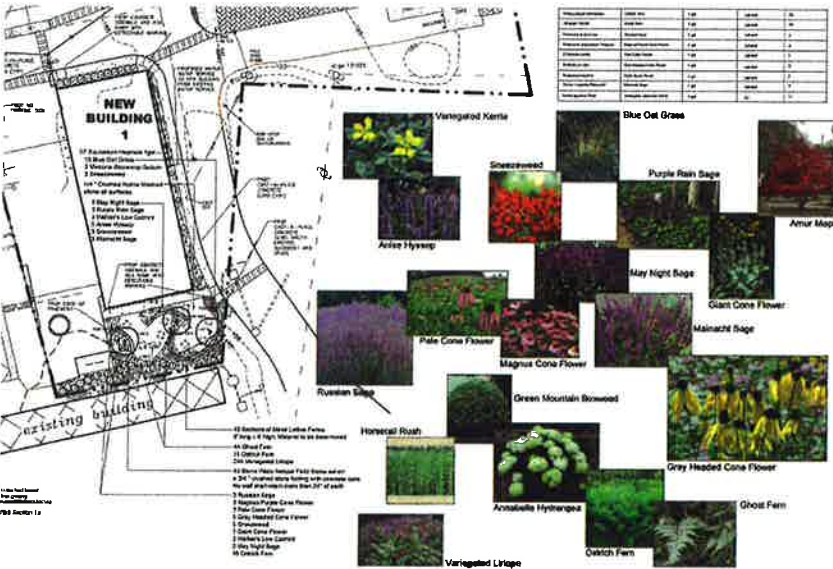
Proposed Project

The proposed project is a partial site redevelopment of a previously fully developed site involving the construction of 1 of 4 existing buildings. The Applicant is proposing to demolish the existing vacant structure (Building # 1) that formerly housed the "Molloy's Pharmacy" and construct a new Mavis Auto building (See attached Site Plan prepared by Berger Engineering and Renderings prepared by Degraw and Dehaan Architects).

The parking and pedestrian access in this area will be improved and properly marked. New sidewalks and cross walks will connect the building to the existing sidewalk along US Route 9 to encourage people to walk to nearby stores and restaurants while waiting for their vehicles to be serviced. New lighting which compliments the adjoining property to the south will enhance the aesthetics of the site and provide lighting for pedestrians who may walk from the project area to Route 9 or to the shopping center to the south. Street lighting and wall lighting have been coordinated so that there is a consistent design in the project area and connecting to the adjoining shopping center. A new sidewalk will be constructed around the back of the building

along the “connector road” which will be enhanced with complimentary lighting and landscaping.

The Applicant prepared an extensive plan to enhance the small green area to the south of the building. Although a small area, this improvement will result in major step toward green design into the landscape. The park area will provide seating through curved walls that will create



small pockets of private seating where residents and visitors can sit, read, eat food from local shops or enjoy the landscape. Creatively placed fencing will provide screening and climbing areas for plantings, creating green walls.

A variety of new plantings have been proposed that will provide seasonal

color. The design of the green area will allow for stormwater collection and infiltration to provide rainwater for the plantings and grasses in this space (See attached Stormwater Report prepared by Berger Engineering). A stone walk will link the front of the facility to the new landscaped sidewalk along the existing “connector road”.

The applicant would like to improve the monument signage at the site consistent with current zoning. As such, the plan notes a new monument sign to be located at each of the existing entrances. The design of the signs will be consistent architecturally with the new signage in the plaza to the south.

There are no changes proposed to the existing entrances/exits. The ingress along US Route 9 will continue to function as an ingress only. The ingress/egress along Pine Woods Road will continue to function as an ingress/egress.

The existing site as currently developed exceeds the maximum scale as described in Section 108-4.3. The maximum scale permitted is 65,000 sq. ft. The site scale is currently is 69,206 sq. ft. Although the site is a non-conforming parcel, the applicant has proposed modifications to previously pervious parking areas and converted these spaces to green space thereby reducing scale to 64,438 sq. ft., below the permitted maximum of 65,000 sq. ft.

The proposed Mavis Store typically serves 25 customers per day. According to the most current published volumes available from NYSDOT (2009) the annual average daily traffic (AADT) in this area is 10,744 vehicles.

As there are no known plans for the balance of the buildings on-site, the Applicant has analyzed and water and sewer service for the current project (Building 1) as there are no estimates for water/sewer for the balance of the site at this time. As such, the Applicant's Engineer is preparing the applications for the appropriate agencies for the water/sewer improvements.

The project will require modifications to the existing water service which will be under the purview of the Dutchess County Water and Wastewater Authority (DCWWA). The applicant is preparing the application to the DCWWA and will provide the Town will a copy of the submission for the new/modified water service. As required by DCWWA, a new water meter pit will be installed along Pine Woods Road to service the project. The hydrants in the area were recently tested with the DCWWA and project engineer present. There is sufficient water pressure and water available for the project. Additional details regarding the Water Service can be found in the attached Water Report prepared by Berger Engineering.

The project will utilize existing seepage pits located on the property. Field investigations of the existing structures were completed in 2015 to determine the extent and nature of the existing structures and soils as well as deep tests and percolation tests. The structures and soils were found to be in excellent condition. The applicant is preparing and application to the Dutchess County Department of Health for reuse of the existing structures. A copy of the application will be provided to the Town. Additional information regarding the Sewage Disposal System can be found in the attached SDS Change of Use Report prepared by Berger Engineering.

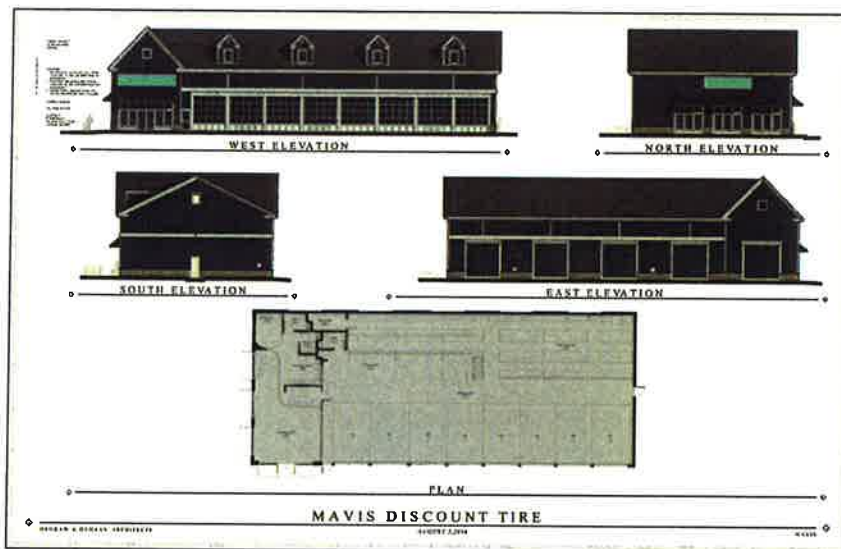
At this time, there are no known plans for the remainder of the buildings on the balance of the site and as such they are shown on the plans in their current position. The project is not a phased project as there is no redevelopment plan for the balance of the site.

However, for purposes of analyzing traffic flow and pedestrian circulation, the Applicant has provided three (3) alternative plans showing various possible building configurations to illustrate that the use of the connector road, the location of the existing ingresses/egresses and parking are all properly located to ensure flow of pedestrians, vehicles, loading/delivery vehicles and fire/emergency vehicles.

The Applicant has included prior correspondence (no effect letter) from the NYS Office of Parks Recreation and Historic Preservation (NYSOPHRP). This correspondence refers to prior work that was completed on the adjacent property to the south which is immediately adjacent to (north of) the Berg-Stoutenbergh House which is listed on the National Register. As the current project is significantly further north, away from, the Berg-Stoutenbergh House and further

north of the project referenced in the NYSOPRHP letter, it is assumed that the current project will also have no effect on the Historically Registered property. However, the Applicant is submitting a CRIS application to NYSOPRHP and will forward any responses to the Town upon receipt.

The Applicant has retained a Professional Architect for the design of the project and has attached a colored rendering for review by the Planning Board. This design is a significant deviation from the standard Mavis design. The design more than addresses the design criteria found in the Town Code but also responds to the Planning Board's requests received at the prior Planning Board meeting. The site and building have been modified to address the standards described in the Town Center Historic District (Sections 108-3.1.1(F) and 108-5.11.2 See Attached),



The building design tastefully incorporates components from other local structures, in the Town and follows much of the design components of the "Gray Barn" structure immediately adjacent to (south of) the project. The building will utilize a Fiber Cement Clapboard siding material, fieldstone bases and corners, historic dormers, black

storefront windows, black mullions, and clear glass. All entrances are further defined with a canopy and historic gooseneck lighting fixtures. The east side of the building design utilizes materials to replicate the shapes of the door openings on the west side of the building for a consistent balanced façade.